

Overview: The initial production release of the FTI-TLK1 harness has an issue where in some vehicles the secondary power input to the CN1 connector will overload the associated vehicle circuit, causing a fuse to blow. This issue affects the initial release of harnesses and is already being addressed in production. A field correction procedure is detailed below in Figure 1.

Issue: The secondary power circuit can overload some vehicle ignition switch circuits, causing a blown 5A/7.5A AM1 fuse, potentially disabling the vehicle and leaving the consumer stranded. Affected adapters are illustrated below in figure 2.

Corrective steps:

- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
- 2.) Insulate the wire still connected to the WHITE plug using heat shrink tubing, and strip the insulation on the other wire end
- 3.) Strip a portion of the insulation from the RED wire, attach the stripped RED/WHITE to the exposed RED wire, solder together
- 4.) Apply insulating tape to the soldered connection and secure the cut ends back to the bundle of wires created by the adapter
- 5.) Correction complete, you may safely proceed to finish your installation

Figure 1: Step by step adapter correction

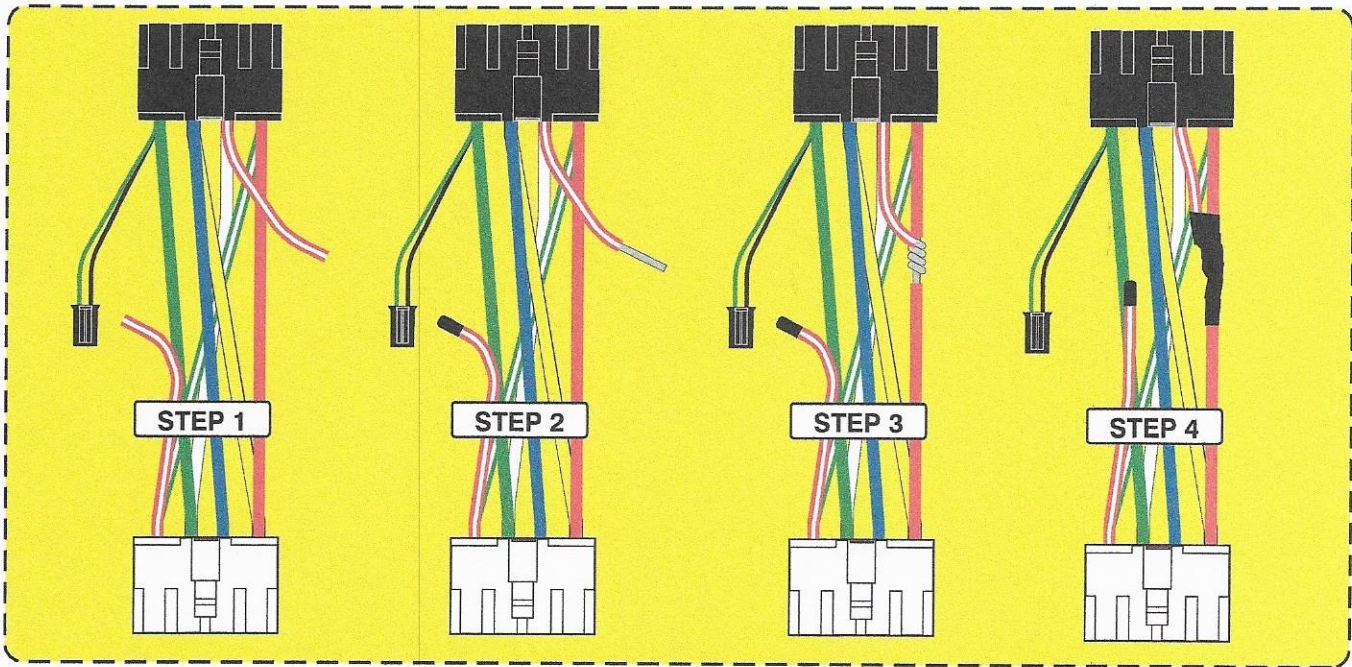
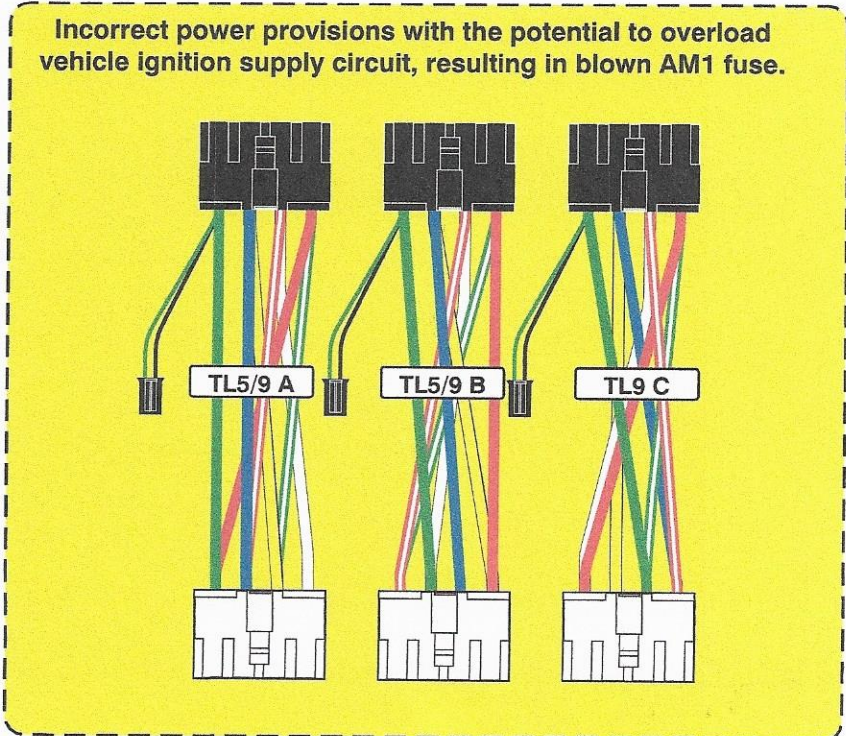


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	SIL	Locks	I/O Changes
DL-TL5					Park / Auto			Green White/Blue
Scion	xD 80 bit STD Key	2011-14	Type 2/B	OBD-II	SW-13			START 2
Toyota	Camry 80 bit STD Key	2010-11	Type 2/B	OBD-II	SW-18/19			START 2
Toyota	Highlander Hybrid 80 bit STD Key	2012-13	Type 2/B	OBD-II	SW-18/19			START 2
Toyota	Highlander 80 bit STD Key	2011-13	Type 2/B	OBD-II	SW-18/19			START 2
Toyota	Sequoia 80 bit STD Key	2011-14	Type 2/B	OBD-II	SW-18/19	TPMS/10		
Toyota	Tundra 80 bit STD Key	2011-17	Type 2/B	OBD-II	SW-18/19	TPMS/10		
Toyota	Yaris Sedan 80 bit STD Key	2011-12	Type 2/B	OBD-II	SW-13			

Hey! Read this stuff before you start the installation...

Firmware: Covered vehicles use **BLADE-AL(DL)-TL5**, flash module and update the controller firmware before installing.

Install: Type 2B vehicles use the TL5/9 main harness and **TL 5/9 B CN1 adapter**, using any other adapters will result in malfunction or damage.

Lights: Type SW parking lights require connecting the **green/white** wire in the **park/auto** harnesses to pin #18 of the switch connector (pin #13 of the 13-pin connector for the Scion xD & Toyota Yaris Sedan), if equipped with auto-lights the **white/red & white/black** wires in the park/auto harness are used to interrupt the wire in pin #19 for light-off control. Make no RDA connections, insulate and secure all unused connections for safety.

I/O Changes: Listed vehicles require changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to STARTER position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...

• FT-DAS Required for manual transmission.
• BOTH Red & Red/White MUST be connected with high current application.

Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 **Cut loop for A/T**

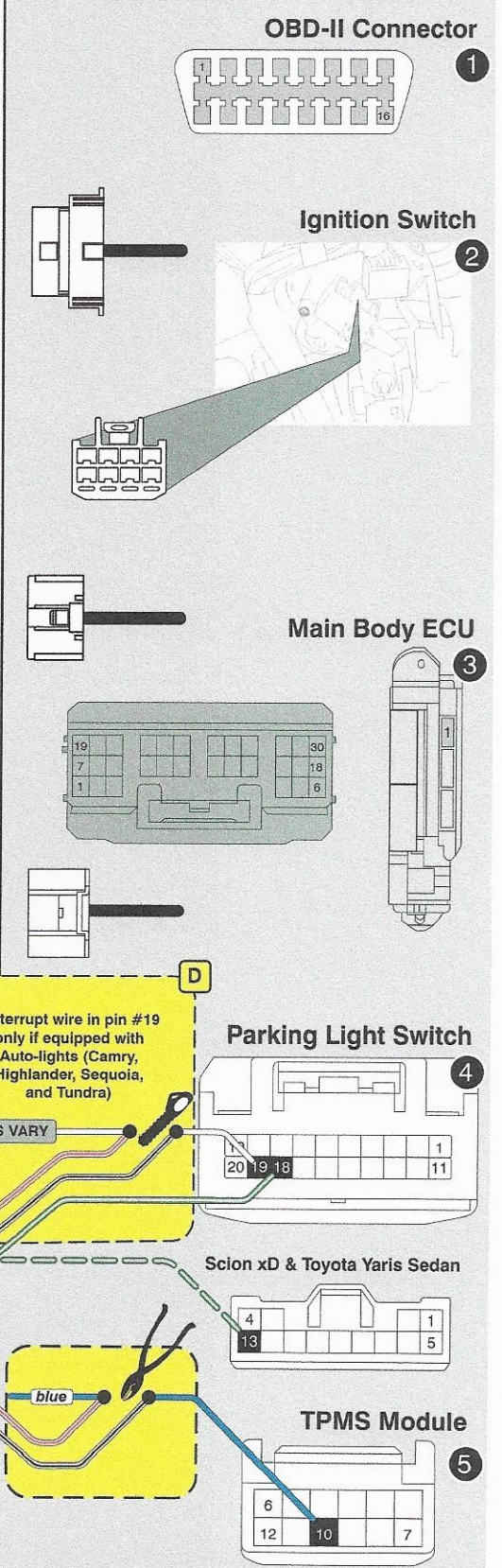
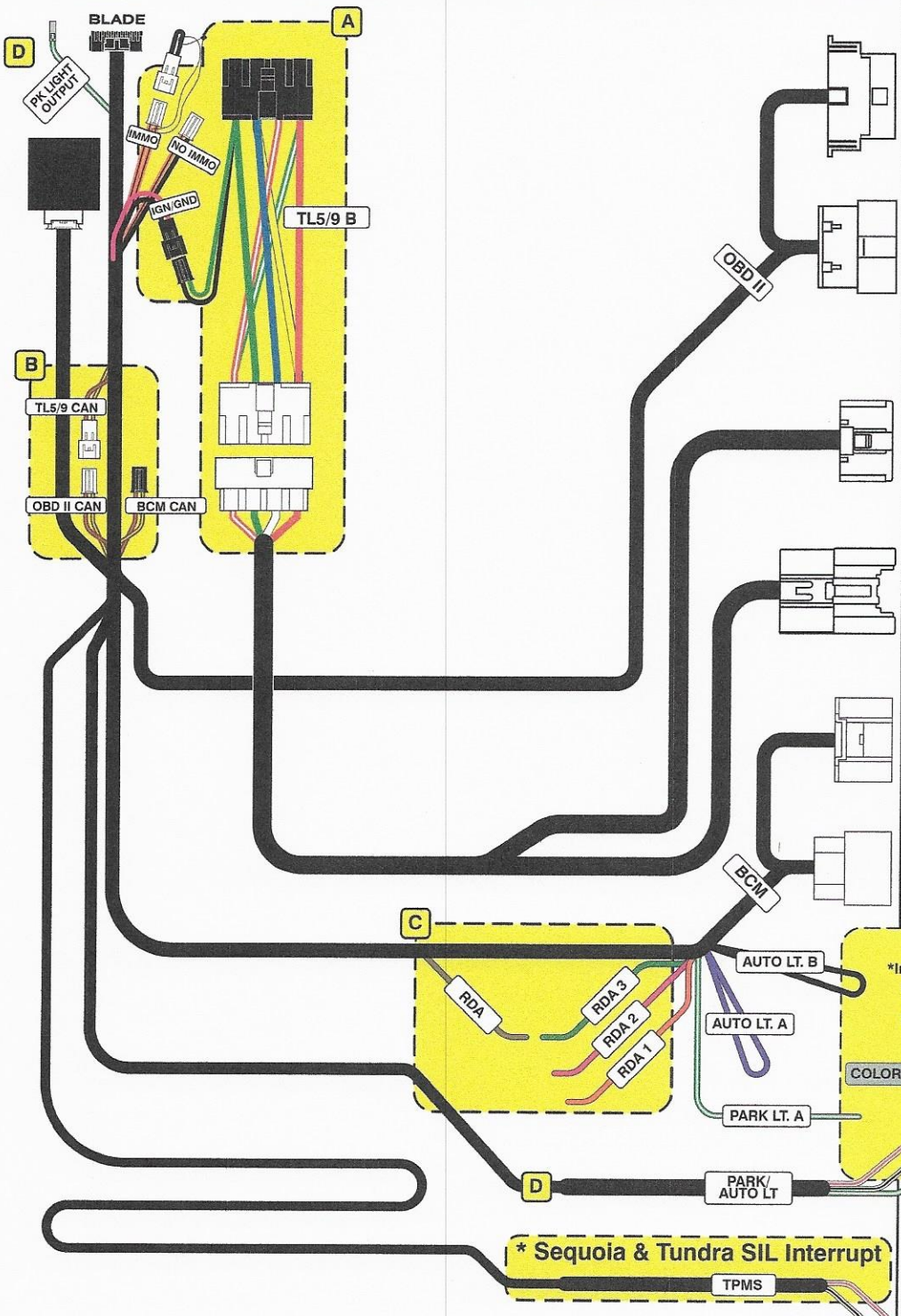
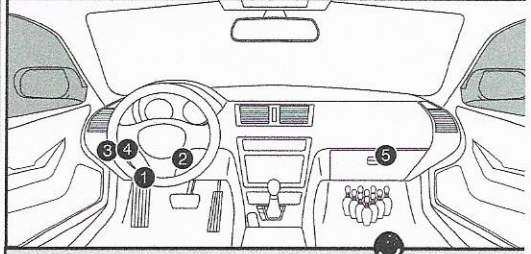
CM-900S/900AS

CM900AS/900S Jumper

START
ACC
IGN1



- A** TL 5/9 B CN1 adapter required in this installation, any other adapter will result in malfunction and possible damage. Jumper connected to IMMO for vehicles equipped with immobilizer, if vehicle is not equipped, connect to NO IMMO before programming. IGN/GND connection required for operation.
- B** Type 2 installs require CAN jumper to be connected to the OBD-II source connector. Secure unused BCM connector for safety.
- C** Covered vehicles do not use an RDA configuration for door locks, make no connection to the harness **green/red** wire, insulate and secure the unused RDA, RDA 1, RDA 2, and RDA 3 connectors for safety.
- D** Insert pin terminated **green/white** into CM I/O connector, replace (-) pk light output. Connect harness **green/white** to wire in pin #18 of the 20-pin pk light connector (pin #13 of the 13-pin switch connector for the Scion xD & Toyota Yaris Sedan), if vehicle is equipped with auto-lights, interrupt wire in pin #19.



Module Programming Procedure
 Step 1 - Activate IGN, LED will turn solid red
 Step 2 - Wait for Solid blue LED
 Step 3 - Programming complete

LED Programming Error Codes
 Module LED flashing RED during programming

- 1x - CAN error, confirm harness configuration
- 2x - No IGN, confirm connections
- 3x - No IMMO, confirm equipment and connections
- 4x - Unknown VIN, manually assign
- 5x - No IGN on CAN, confirm connections

Overview: The initial production release of the FTI-TLK1 harness has an issue where in some vehicles the secondary power input to the CN1 connector will overload the associated vehicle circuit, causing a fuse to blow. This issue affects the initial release of harnesses and is already being addressed in production. A field correction procedure is detailed below in Figure 1.

Issue: The secondary power circuit can overload some vehicle ignition switch circuits, causing a blown 5A/7.5A AM1 fuse, potentially disabling the vehicle and leaving the consumer stranded. Affected adapters are illustrated below in figure 2.

Corrective steps:

- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
- 2.) Insulate the wire still connected to the WHITE plug using heat shrink tubing, and strip the insulation on the other wire end
- 3.) Strip a portion of the insulation from the RED wire, attach the stripped RED/WHITE to the exposed RED wire, solder together
- 4.) Apply insulating tape to the soldered connection and secure the cut ends back to the bundle of wires created by the adapter
- 5.) Correction complete, you may safely proceed to finish your installation

Figure 1: Step by step adapter correction

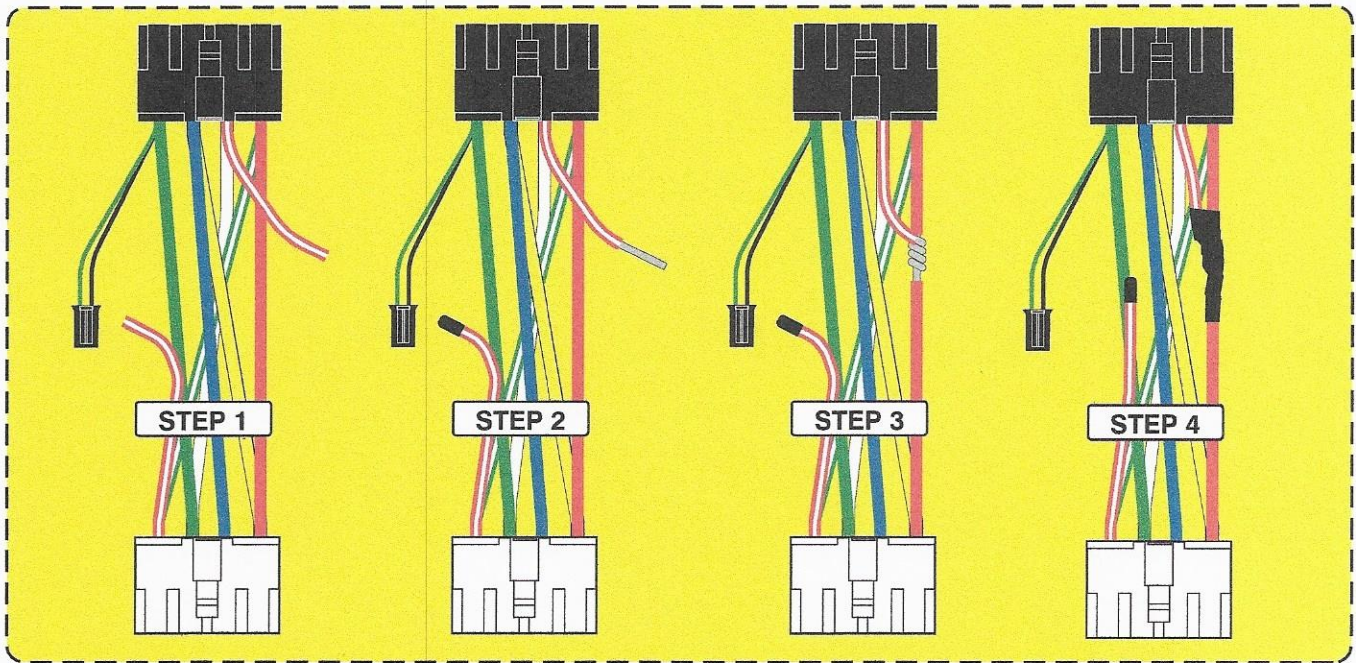
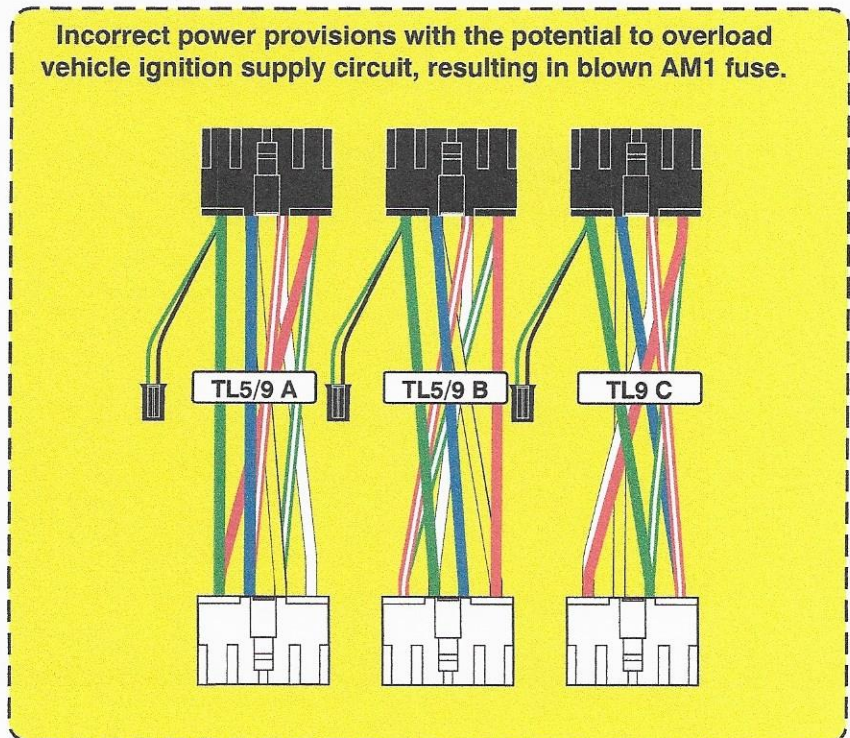


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	SIL	Locks	I/O Changes
DL-TL5					Park / Auto			Green White/Blue
Scion	iQ 80 bit STD Key	2012-15	Type 2/A	OBD-II	A / A		RDA 3	START 2
Scion	tC 80 bit STD Key	2011-15	Type 2/A	OBD-II	A		RDA 3	START 2
Toyota	4Runner 80 bit STD Key	2010-19	Type 2/A	OBD-II	A / A		RDA 3	START 2
Toyota	Sienna 80 bit STD Key	2011-14	Type 2/A	OBD-II	A / A	TPMS/10	RDA 3	

Hey! Read this stuff before you start the installation...

Firmware: Covered vehicles use **BLADE-AL(DL)-TL5**, flash module and update the controller firmware before installing.

Install: Type 2A vehicles use the TL5/9 main harness and **TL 5/9 A CN1 adapter, using any other adapter will result in malfunction or damage.**

Lights: Type A parking lights require a connection between the **green/white** wires in the **park/auto** and **BECU** harnesses. Type A auto lights require cutting the violet **AUTO LT. A** loop on the BECU harness, connecting the loop ends to the **white/red** & **white/black** wires in the park/auto harness.

SIL: The 2011-14 Sienna requires an interrupt of the SIL data wire at the TPMS module.

Locks: Lock control requires a connection between the harness RDA and RDA 3 wires, secure unused RDA connections for safety.

I/O Changes: Listed vehicles require changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to STARTER position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

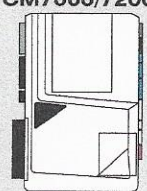
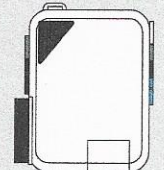
Okay, now get to work...

• FT-DAS Required for manual transmission.
• BOTH Red & Red/White MUST be connected with high current application.

Jumper Setting

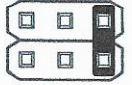
Parking Light	□	□	□	(+)Door Trigger In
Accessory	□	□	□	(-)Door Trigger In (Default)
Ignition (Default)	□	□	□	
Trunk	□	□	□	Starter
Starter	□	□	□	Ignition
Parking Light (Default)	□	□	□	Accessory (Default)

CM7000/7200 **Cut loop for A/T**

CM-900S/900AS

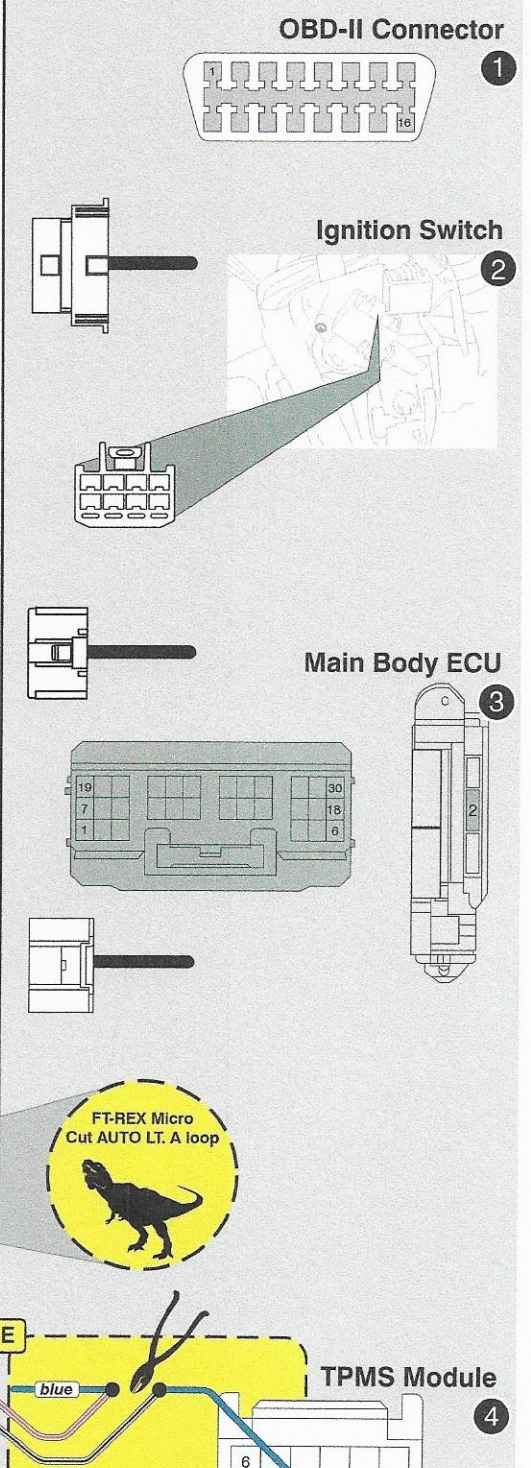
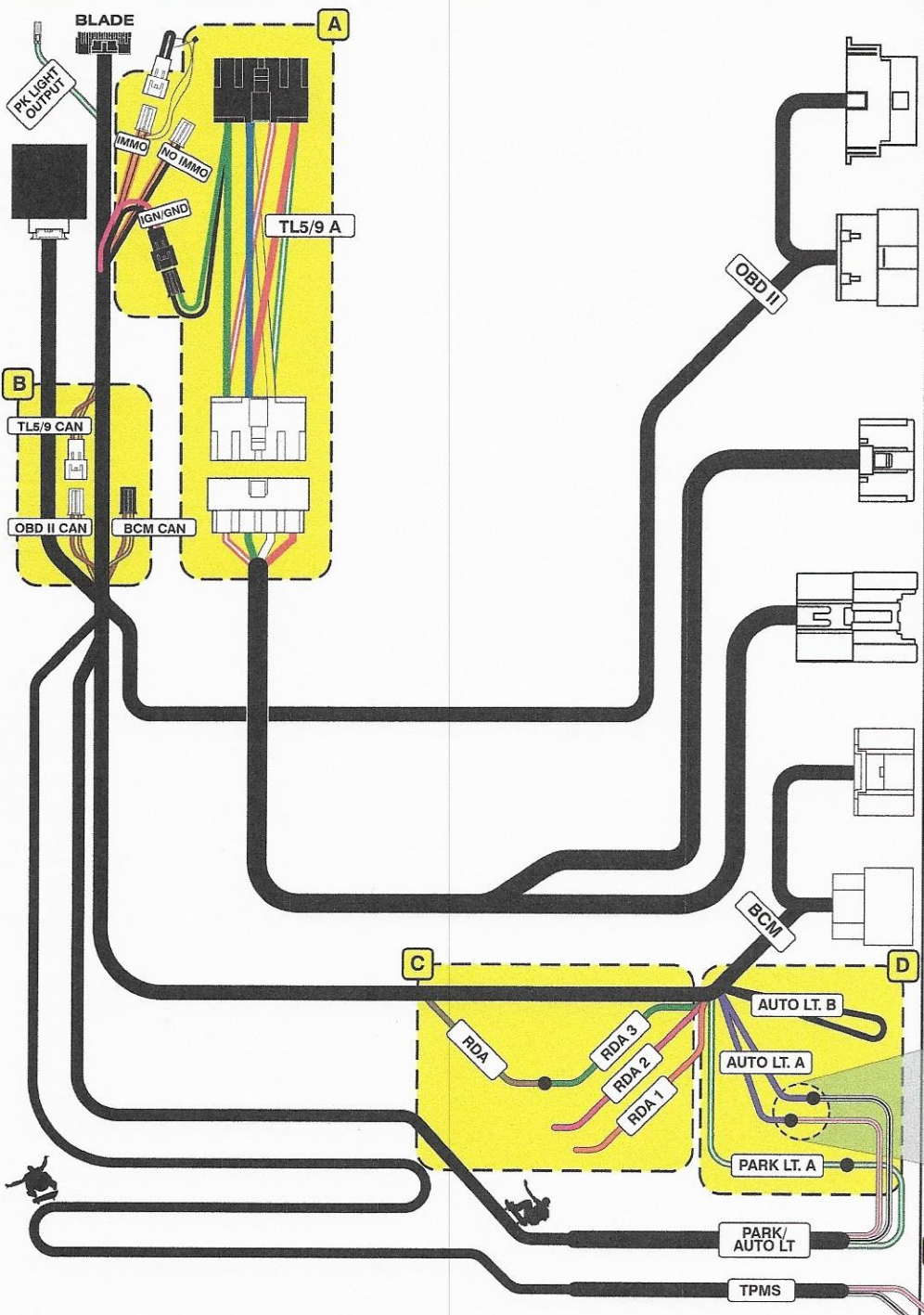
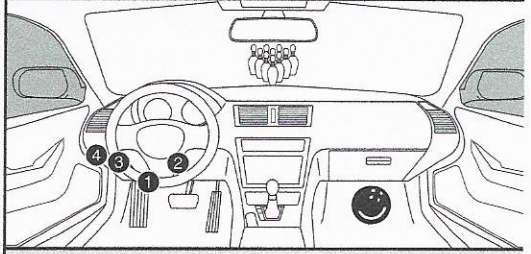
CM900AS/900S Jumper



START
ACC
IGN1



- A** TL 5/9 A CN1 adapter required for this install, using any other adapter will result in malfunction/damage. Connect jumper to **IMMO** unless not equipped, then **NO IMMO**. IGN/GND connection is mandatory.
- B** Can configuration jumper, connect to OBD-II connector, secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided **RDA** wire to **RDA 3** connection, secure unused **RDA 1 & RDA 2** connections for safety.
- D** Type A parking lights, connect harness **green/white** (park/auto harness) to the **green/white** (BECU harness), if equipped with auto-lights, cut **AUTO LT. A** loop and connect as illustrated
- E** 2011-14 Sienna requires an interrupt of the SIL data wire at the TPMS module, failure to perform interrupt will result in failed start attempts. Connect as illustrated.



Module Programming Procedure

- Step 1 - Activate IGN, LED will turn solid red
- Step 2 - Wait for Solid blue LED
- Step 3 - Programming complete

LED Programming Error Codes

- Module LED flashing RED during programming
- 1x - CAN error, confirm harness configuration
 - 2x - No IGN, confirm connections
 - 3x - No IMMO, confirm equipment and connections
 - 4x - Unknown VIN, manually assign
 - 5x - No IGN on CAN, confirm connections

Overview: The initial production release of the FTI-TLK1 harness has an issue where in some vehicles the secondary power input to the CN1 connector will overload the associated vehicle circuit, causing a fuse to blow. This issue affects the initial release of harnesses and is already being addressed in production. A field correction procedure is detailed below in Figure 1.

Issue: The secondary power circuit can overload some vehicle ignition switch circuits, causing a blown 5A/7.5A AM1 fuse, potentially disabling the vehicle and leaving the consumer stranded. Affected adapters are illustrated below in figure 2.

Corrective steps:

- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
- 2.) Insulate the wire still connected to the WHITE plug using heat shrink tubing, and strip the insulation on the other wire end
- 3.) Strip a portion of the insulation from the RED wire, attach the stripped RED/WHITE to the exposed RED wire, solder together
- 4.) Apply insulating tape to the soldered connection and secure the cut ends back to the bundle of wires created by the adapter
- 5.) Correction complete, you may safely proceed to finish your installation

Figure 1: Step by step adapter correction

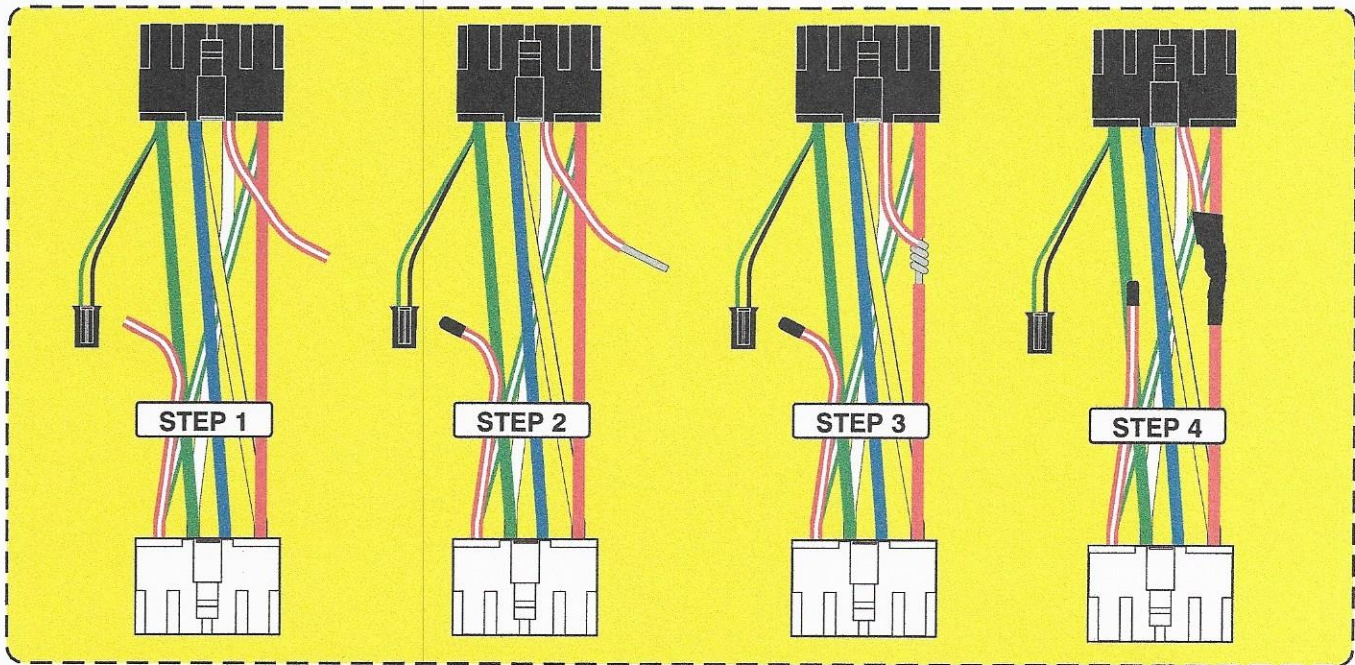
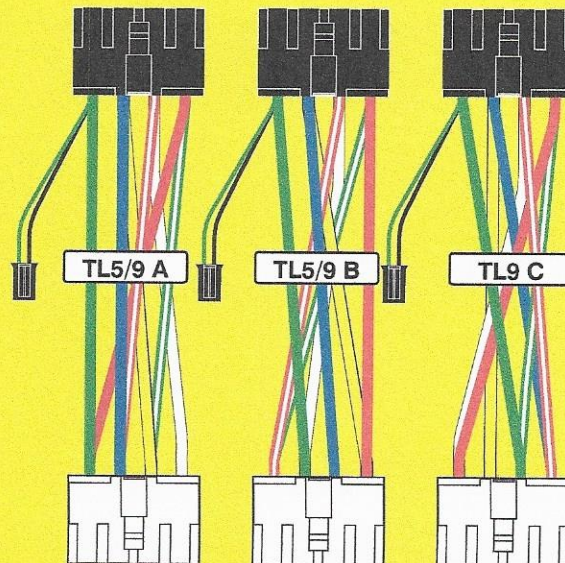


Figure 2: Supplied CN1 Harness Adapters

Incorrect power provisions with the potential to overload vehicle ignition supply circuit, resulting in blown AM1 fuse.



Make	Model	Year	Install	CAN	Lights	SIL	Locks	I/O Changes
DL-TL5					Park / Auto			Green White/Blue
Scion	xB 80 bit STD Key	2011-15	Type 2/A	OBD-II	SW-18			START 2
Toyota	Corolla 80 bit STD Key	2012-13	Type 2/A	OBD-II	SW-18			START 2
Toyota	Matrix 80 bit STD Key	2012-14	Type 2/A	OBD-II	SW-18			START 2
Toyota	RAV4 80 bit STD Key	2011-12	Type 2/A	OBD-II	SW-18/19			START 2

Hey! Read this stuff before you start the installation...

Firmware: Covered vehicles use **BLADE-AL(DL)-TL5**, flash module and update the controller firmware before installing.

Install: Type 2A vehicles use the TL5/9 main harness and **TL 5/9 A CN1 adapter**, *using any other adapters will result in malfunction or damage.*

Lights: Type SW parking lights require connecting the **green/white** wire in the **park/auto** harnesses to pin #18 of the switch connector, if equipped with auto-lights the **white/red & white/black** wires in the park/auto harness are used to interrupt the wire in pin #19 for light-off control. Make no RDA connections, insulate and secure all unused connections for safety.

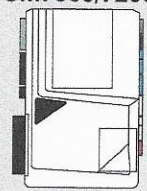
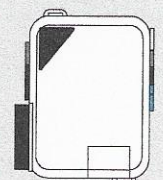
I/O Changes: Listed vehicles require changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to STARTER position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...

•FT-DAS Required for manual transmission.
•BOTH Red & Red/White MUST be connected with high current application.

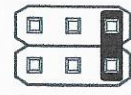
Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 Cut loop for A/T

CM-900S/900AS

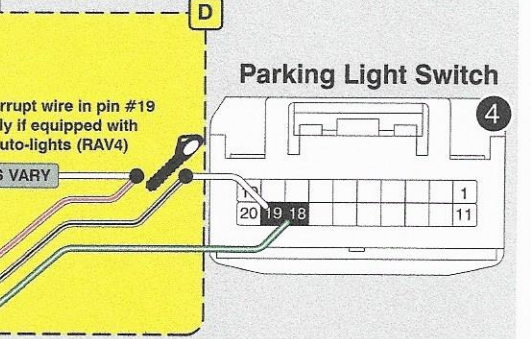
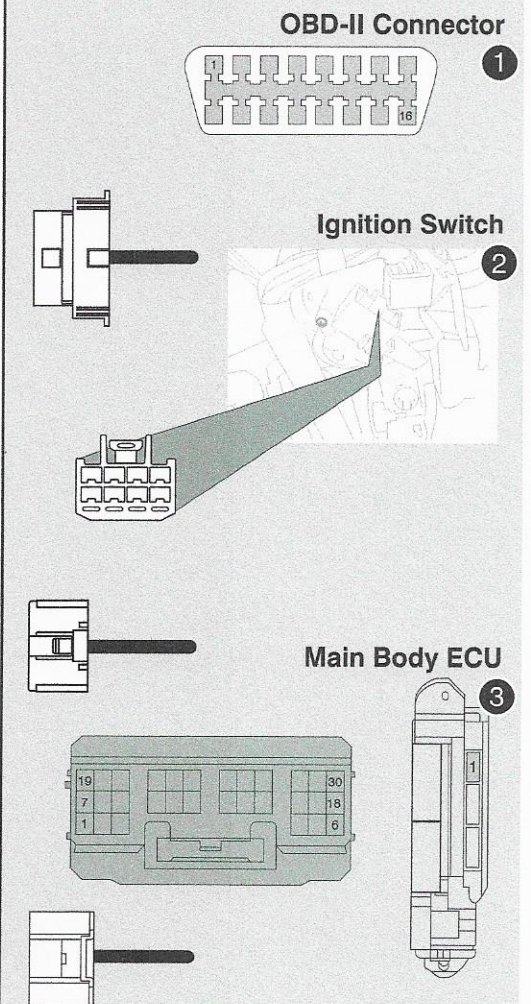
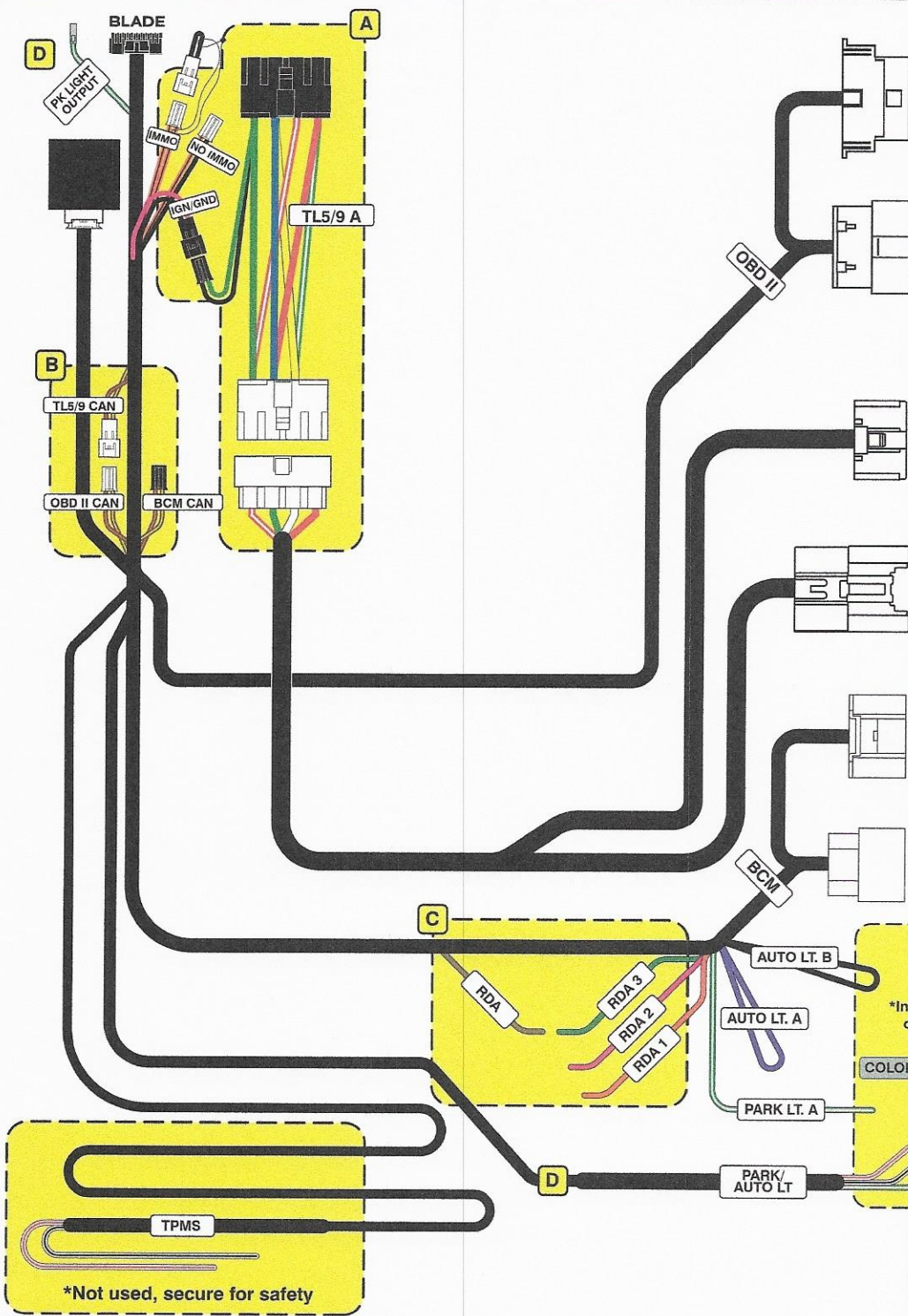
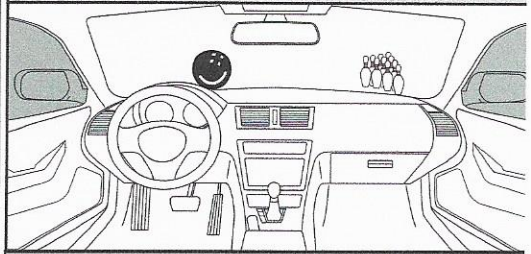
CM900AS/900S Jumper



START
ACC
IGN1



- A** TL 5/9 A CN1 adapter required in this installation, any other adapter will result in malfunction and possible damage. Jumper connected to IMMO for vehicles equipped with immobilizer, if vehicle is not equipped, connect to NO IMMO before programming. IGN/GND connection required for operation.
- B** Type 2 installs require CAN jumper to be connected to the OBD-II source connector. Secure unused BCM connector for safety.
- C** Covered vehicles do not use an RDA configuration for door locks, make no connection to the harness **green/red** wire, insulate and secure the unused RDA, RDA 1, RDA 2, and RDA 3 connectors for safety.
- D** Insert pin terminated **green/white** into CM I/O connector, replace (-) pk light output. Connect harness **green/white** to wire in pin #18 of the 20-pin pk light connector, if vehicle is equipped with auto-lights, interrupt wire in pin #19 as illustrated.



Module Programming Procedure

- Step 1 - Activate IGN, LED will turn solid red
- Step 2 - Wait for Solid blue LED
- Step 3 - Programming complete

LED Programming Error Codes

- Module LED flashing RED during programming
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Corrective steps:

- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
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Figure 1: Step by step adapter correction

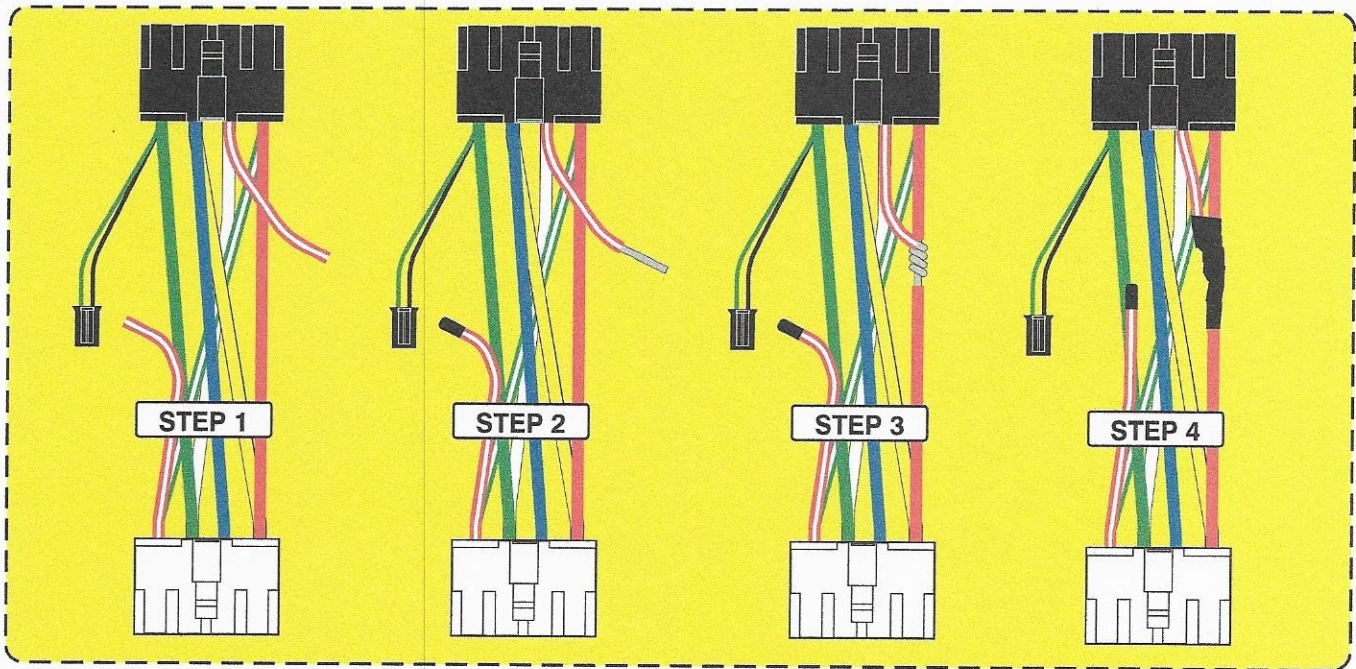
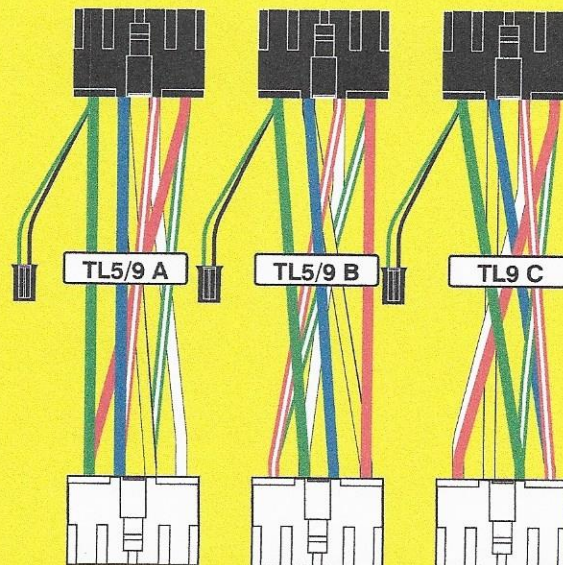


Figure 2: Supplied CN1 Harness Adapters

Incorrect power provisions with the potential to overload vehicle ignition supply circuit, resulting in blown AM1 fuse.



Make	Model	Year	Install	CAN	Lights	SIL	Locks	I/O Changes
DL-TL5					Park / Auto			Green White/Blue
Toyota	Camry 80 bit STD Key	2012-14	Type 2/B	OBD-II	A / A		RDA 1	START 2
Toyota	Prius C 80 bit STD Key	2012-14	Type 2/B	OBD-II	A / A		RDA 1	
Toyota	Yaris 80 bit STD Key	2012-14	Type 2/B	OBD-II	A		RDA 3	

Hey! Read this stuff before you start the installation...

Firmware: Covered vehicles use **BLADE-AL(DL)-TL5**, flash module and update the controller firmware before installing.

Install: Type 2A vehicles use the TL5/9 main harness and **TL 5/9 B CN1 adapter**, *using any other adapters will result in malfunction or damage.*

Lights: Type A parking lights require a connection between the **green/white** wires in the **park/auto** and **BECU** harnesses. Type A auto lights require cutting the violet **AUTO LT. A** loop on the BECU harness, connecting the loop ends to the **white/red & white/black** wires in the park/auto harness.

Locks: Lock control requires a connection between the harness RDA and RDA 3 wires, secure unused RDA connections for safety.

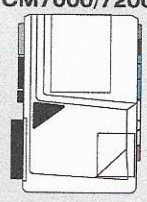
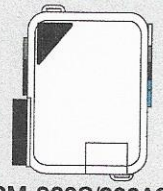
I/O Changes: Listed vehicles require changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to STARTER position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...

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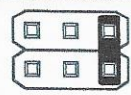
Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 **Cut loop for A/T**

CM-900S/900AS

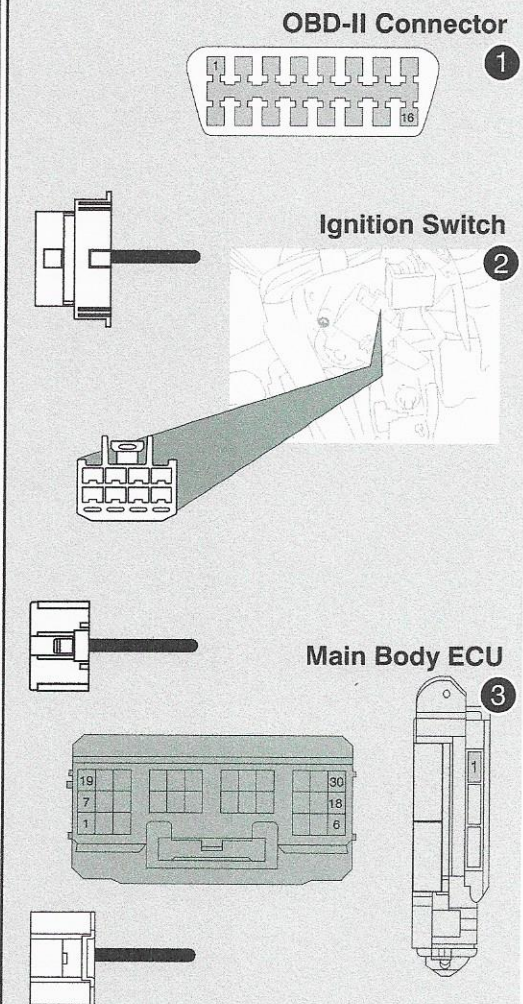
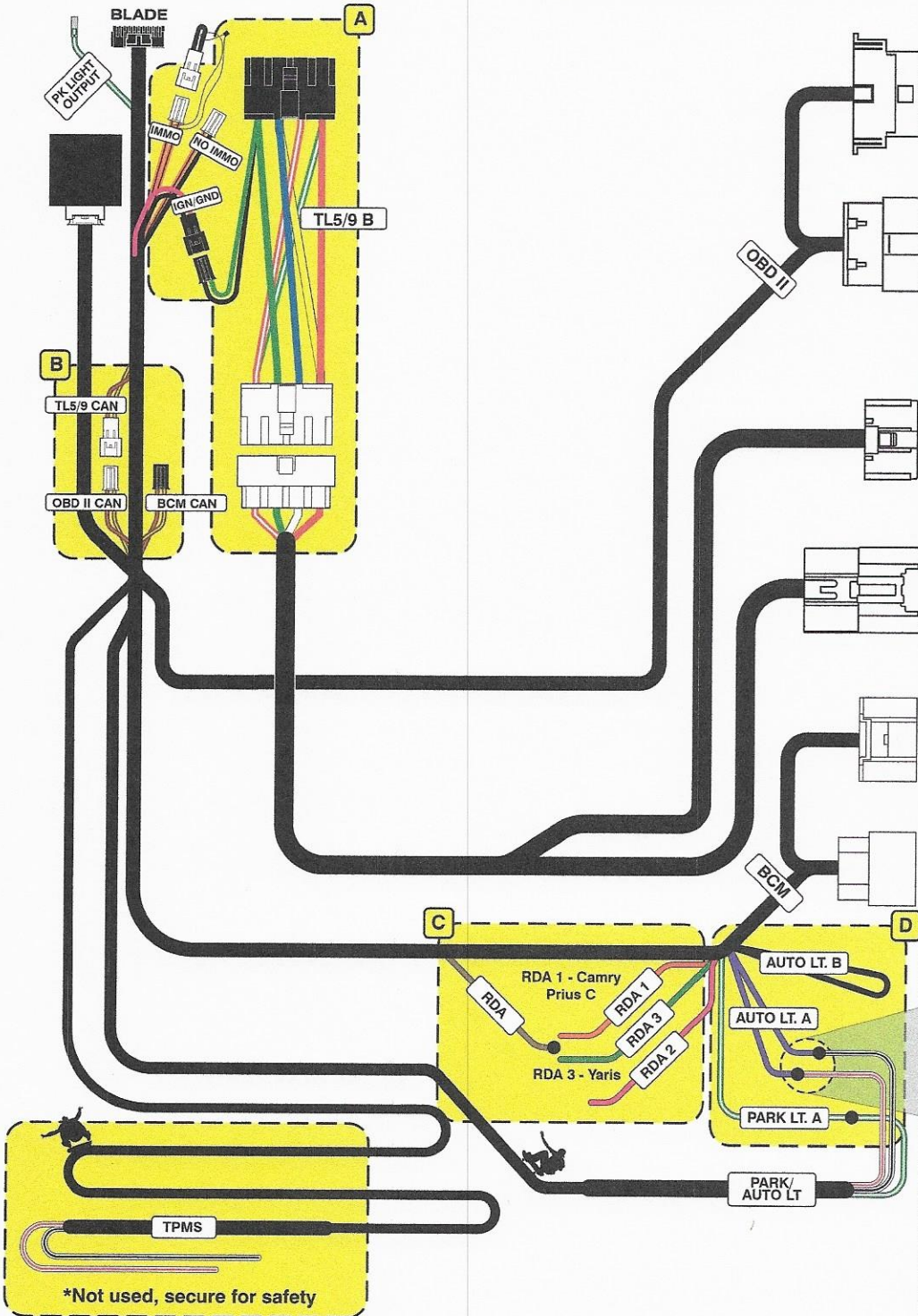
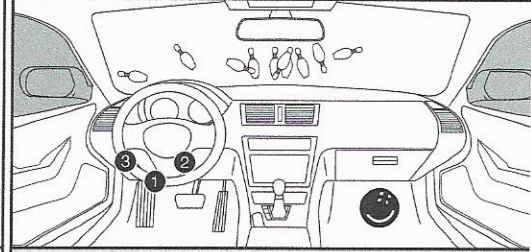
CM900AS/900S Jumper



START
ACC
IGN1



- A** TL 5/9 B CN1 adapter required for this install, using any other adapter will result in malfunction/damage. Connect jumper to **IMMO** unless not equipped, then **NO IMMO**. IGN/GND connection is mandatory.
- B** Can configuration jumper, connect to OBD-II connector, secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided **RDA** wire to **RDA 3** (Camry and Prius C) or **RDA 1** (Toyota Yaris), secure unused **RDA** connections for safety.
- D** Type A parking lights, connect harness **green/white** (park/auto harness) to the **green/white** (BECU harness), if equipped with auto-lights, cut **AUTO LT. A** loop and connect as illustrated



Module Programming Procedure

- Step 1 - Activate IGN, LED will turn solid red
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LED Programming Error Codes

Module LED flashing RED during programming

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